18-1

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SCARBOROUGH PLANNING DEPARTMENT

To: **Chairman and Members of the Scarborough Planning Committee**

THE GLEN WATFORD COMMERCIAL AREA STUDY

Ward: 12 and 13
Communities: Tam O'Shanter
Agincourt
South Agincourt Ind.
Marshalling Yard Ind.
Malvern West
Reference: 840014

February 20, 1985

Agenda: February 28, 1985

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1. **BACKGROUND:**

At its meeting of January 17, 1985, the Planning Committee had for consideration the report of the Commissioner of Planning dated January 10, 1985, with respect to a study undertaken at the direction of Council to examine the existing conditions and recommend courses of action for physical improvements in the Glen Watford Commercial Area.

The Committee recommended as follows:

a) The subject report be tabled for consideration at a Special Night Meeting of the Planning Committee on Thursday, February 28, 1985, at 7:30 p.m. in the Civic Centre Meeting Hall.

b) The subject report be circulated to all property owners and merchants in the immediate study area and any other interested parties, including all of Rural Avenue, Glen Watford Drive up to Heather Road and all of Heather Road.

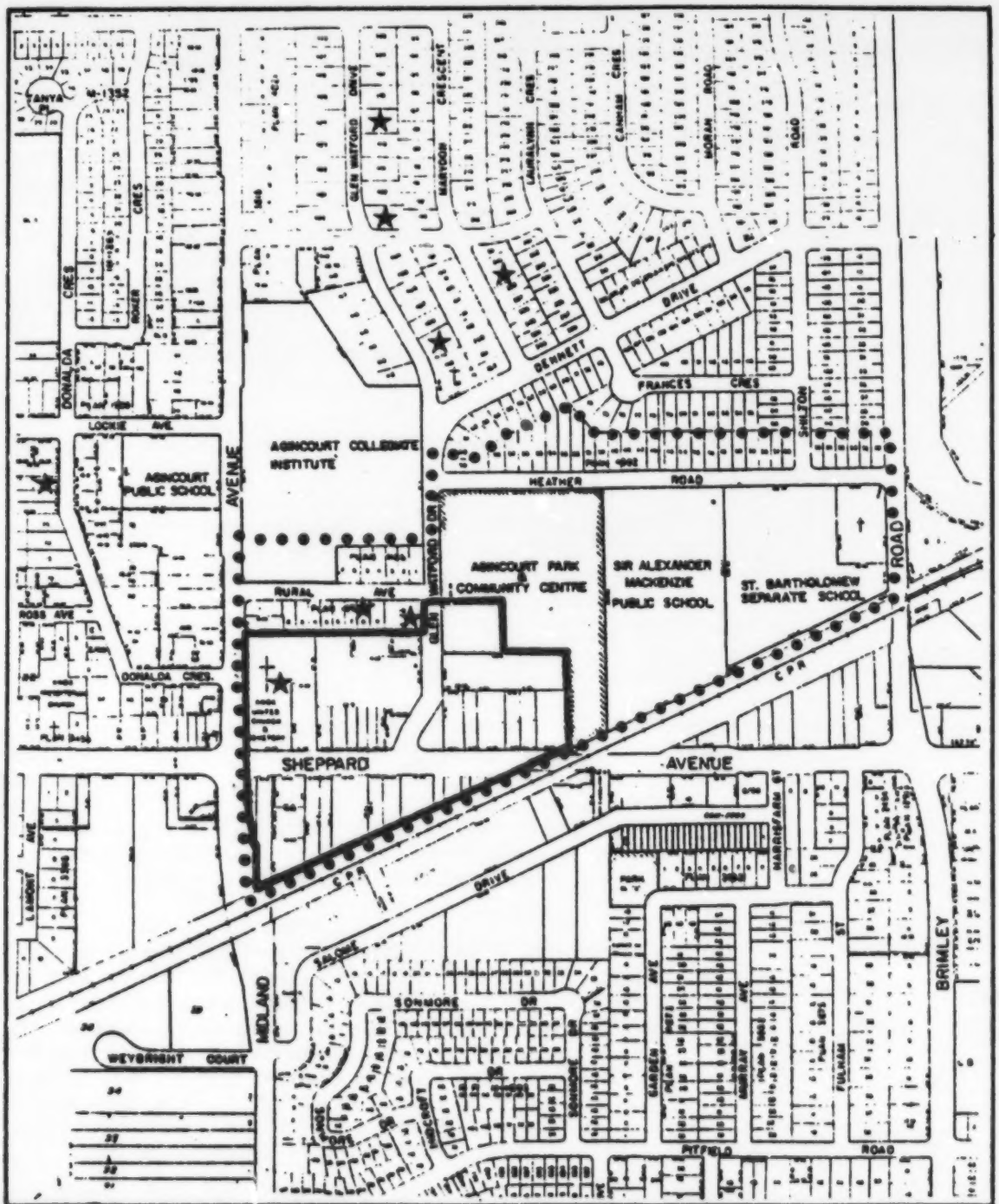
c) Committee directed that it be indicated in the circulation letter that Committee was not in support of Recommendation No. 2 contained in the report of the Commissioner of Planning dated January 10, 1985, as Committee believes that assistance in establishing an organization of this kind is a responsibility of a Ward Alderman. Further, it should be indicated that Committee has taken no position with respect to the balance of the recommendations contained in the Commissioner's report and will be making recommendations for consideration of Council following the Special Night Meeting on February 28, 1985.

2. **CIRCULATION:**

A covering letter signed by the City Clerk and copies of the Study were circulated to all property owners and merchants within the area identified on Figure 1. Copies of both the covering letter and the Study are included in Appendix 1 of this report. Copies were also sent to representatives of the following groups:

85-5948/

18-2



REPORT CIRCULATION AREA

AREA OF CIRCULATION TO ALL MERCHANTS AND PROPERTY OWNERS

LOCATION OF STUDY AREA

★ WRITTEN RESPONSES RECEIVED

THE GLEN WATFORD COMMERCIAL AREA STUDY
FILE No. 840014

0 100 200 300 metres

SCARBOROUGH PLANNING DEPARTMENT
DRAWN BY S.H.
DATE FEB. 1985

FIGURE 1

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The Central Agincourt Community School Association
(formerly the Central Agincourt Ratepayers Association)
The Federation of Chinese-Canadians in Scarborough
The Scarborough Business Association
The Scarborough-North York Chinese Business Association

In addition to the formal circulation, copies of the report were distributed at the following evening meetings which staff attended:

January 17, 1985:	**General Meeting** of the Central Agincourt Community School Association - approximately 65 persons attended
January 23, 1985:	**Executive Meeting** of the Central Agincourt Community School Association - Alderman Bob Aaroe and four out of seven members of the Executive attended
February 6, 1985:	**Public Meeting** hosted by Alderman Bob Aaroe - approximately 100 persons attended

3. PLANNING COMMITTEE COMMENTS:

Assistance to Glen Watford Area Businesspeople

Planning Committee felt, at its January 17, 1985 meeting, that assistance in establishing an area business organization is a responsibility of the Ward Alderman. Recommendation #2 has been amended to reflect that position, and to provide the Ward Alderman with assistance in carrying out this function.

4. PUBLIC COMMENTS:

The process and opportunity for public input into the initial Study and subsequent public circulation were generally well received. The majority of public concerns were directed at methods of implementation, timing and, in some cases, specific details of a recommendation. The following topics of concern were raised either specifically or in general in the nine written responses that are included in Appendix 2, and during the three evening meetings that Staff attended.

4.1 Concept Plan

The Study identified Sheppard Avenue from Kennedy Road to McCowan Road as an area which "could benefit from the preparation of a detailed Concept Plan". From the public comments received, there is support in the Community for the preparation of a Concept Plan. Concern has been expressed that the timing for the preparation of a Concept Plan was not clearly established in the Study Recommendations.

Numerous requests have been received by the Planning Department for the preparation of Concept Plans in various areas across Scarborough. Staff resources for the development of these Concept Plans are limited. However, it would be appropriate to have Council formally request a Concept Plan for this area so that it can be included in any review of staff priorities. Recommendation No.10 for the preparation of a Concept Plan has been added to the list of Study Recommendations.

4.2 Parking Standards

Within the Glen Watford Commercial Area, and for all commercial properties on Sheppard Avenue from Kennedy to McCowan, the Study identified that "the only minimum parking standard relates to eating establishments (banquet halls, restaurants, beverage rooms, taverns, cafeterias, etc.)". The Study concluded that the existing parking by-law standards are not adequate, and the public comments received agree with this finding.

The Study indicated that "the Planning Department has found the parking standards of 3 spaces minimum per 100 m^2 for neighbourhood or community commercial uses, and 10 spaces minimum per 100 m^2 for eating establishments to be adequate". Concern has been expressed, that these standards are not high enough to resolve existing parking difficulties in the Glen Watford Commercial Area.

The establishment of a "3 and 10" minimum parking standard would be an improvement over the existing by-law, and would ensure that future developments or redevelopments will be served with an adequate minimum supply of parking. Recommendation No. 3 of this report proposes the establishment of these needed parking standards. It is important to understand that new parking standards cannot be applied on a retroactive basis. The improvements to existing parking supply and layout have been undertaken as a separate issue in the discussion following under item 4.3.

4.3 Improvements to Existing Parking Supply and Layout

Given the inability to apply new parking standards on a retroactive basis, the Study concluded that the most appropriate way of improving existing parking supply and layout is through a series of individual solutions. From the comments received, there is general support for this approach, with concern being focused on the ability to implement various actions.

The parking problem is not due to a single property or individual business but, rather, is a conglomerate of present supply and demand conditions. As a result, the Study suggests a co-operative approach to addressing the problem. Recommendations 2, 4 and 5, are proposed to enable the City to promote actions to increase supply and decrease demand. These actions could include, but are not limited to:

1) Shared use agreements to permit employee/employer parking on other area lots that would be available for this use.
2) Efficient operation of private pay parking lots, if these are deemed to be desirable.
3) Continued negotiations with the owners of the Dragon Centre and the Glen Watford Plaza aimed at parking improvements this Spring.
4) Minor improvements and re-design of other area lots for greater efficiency.
5) Promotion of transit usage, particularly after the opening of the RT Line and the Midland Station this Spring.

If Council deems Recommendations 2, 4 and 5 to be appropriate, Staff will continue the negotiations that have been started, and will undertake the additional courses of action to improve the parking difficulties during the upcoming year. This approach, combined with a parking standard on future developments and supported by the City's Site Plan Review process,is expected to incrementally improve the parking conditions over time.

4.4 Separation of Commercial and Residential Traffic

Glen Watford Drive is designated as a collector road to serve the residential community to the north of the commercial area. It also functions as the major entry into the commercial area.

The Study indicated that area residents "believe that measures should be taken to separate commercial and residential traffic". Public comments received have raised the issue of closing Glen Watford Drive in the vicinity of Rural Avenue as a way of achieving this separation. Recommendation #8 addresses the concern of area residents by recognizing the need to re-assess traffic conditions.

The traffic and parking solutions recommended in the Study are expected to improve the existing situation. Depending on the degree and swiftness of co-operation in the negotiations and requests necessary, these improvements could be completed in the Spring and early Summer of 1985. Recommendation #8 provides a practical target date of September 1985 for the re-assessment of traffic conditions after the recommended improvements are established and functioning. At that time, the need for measures to effectively separate residential and commercial traffic can be considered.

4.5 Redesignation of Single Family Properties along Rural Avenue

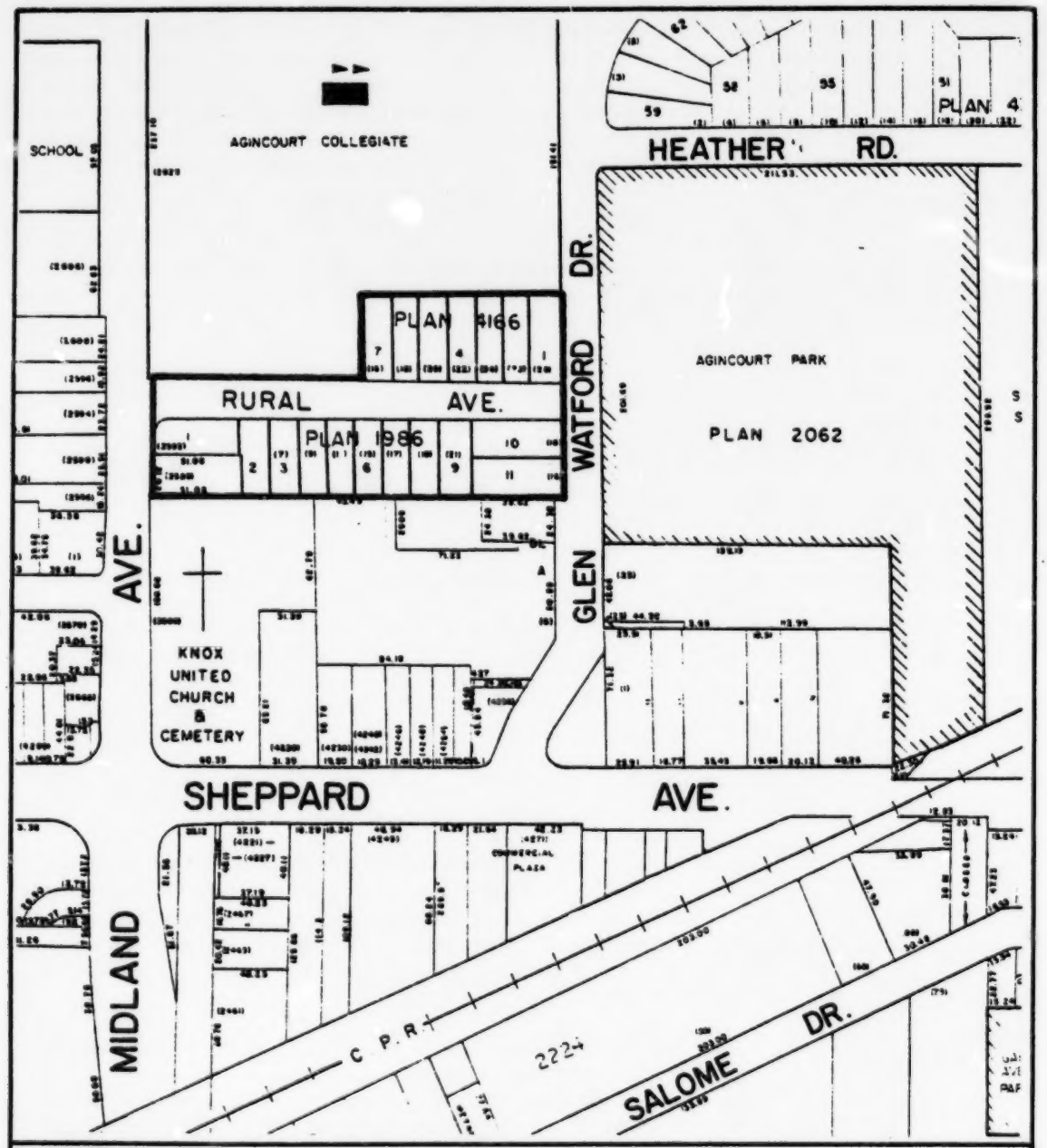
The Study indicated that "it would appear desirable to consider the viability of reusing existing buildings on Rural Avenue for office uses". From the public comments received, there is general support for the concept of redesignating the single family properties along Rural Avenue shown in Figure 2. Questions have been raised as to how this can be achieved and what uses will be permitted.

Requests and inquiries, both recently and in the past, have been made to the Planning Department regarding the possibility of redesignating some of the properties along Rural Avenue from residential to either office or commercial uses. The office use designation would limit commercial development to lands within the commercial area and also create a buffer between commercial and residential uses.

The possible redesignation of the single family properties along, and adjacent to, Rural Avenue could be part of a future Concept Plan. Recommendation #10 for a Concept Plan includes the future land use study of Rural Avenue.

4.6 Property Maintenance

Public comments have been received regarding the physical condition of some of the properties in the commercial area. Over the past eight months,



AREA OF FUTURE LAND USE STUDY

SUBJECT AREA

THE GLEN WATFORD COMMERCIAL AREA STUDY
FILE No. 840014

SCARBOROUGH PLANNING DEPARTMENT
DRAWN BY C.H.
DATE FEB. 19/85

0 50 100 150 metres

N

FIGURE 2

staff from the Buildings, Fire, Health and Works Departments have been working with individual property owners and tenants to co-operatively resolve a variety of problems. Recommendation Nos. 2, 4 and 9 propose continuing this effort. Should negotiations not be successful, the appropriate existing legislation will be used where applicable.

4.7 Deed Restriction in the Glen Watford Plaza

Concern has been expressed about the validity of a 1956 restrictive covenant which appeared in a conveyancing document from the Township of Scarborough to Donald Horton, for the property now occupied by the Glen Watford Plaza. A memo from Christopher Williams of the City's Law Department is included in Appendix #3, and states "the Law Department has looked into this matter in great detail and is of the opinion that this restriction which purported to restrict the uses on the said lands to parking purposes only is entirely unenforceable and of no effect.".

4.8 Community Involvement

Some public comments that were received inquired as to how area residents and business people were involved in Staff's initial investigation of the Glen Watford Business Area. From July to September of 1984 over thirty meetings and numerous discussions took place with community leaders representing nine different interest groups. This included direct contact with the acting executive board of the Central Agincourt Ratepayers Association, as the "Community Leaders" representing the area residents.

To gain input from the business community, a survey was conducted of all stores and offices in ground floor locations in the Glen Watford Commercial Area. Responses were received from over 80% of the business people contacted (68 out of 83). Perhaps the most important result of the survey came when business people were asked "would you be interested in working on a 'local' business organization concerned with the improvement of your business area?" Of the 60 who answered the question, 75% responded that they would be interested.

RECOMMENDATIONS:

That Council adopt the following ten recommendations:

1. That the Commissioner of Planning, in conjunction with the Ward Alderman, establish an ongoing liaison with the Central Agincourt Community School Association for the periodic review of local planning issues and concerns.

2. That the Commissioner of Planning provide assistance as requested to the Ward Alderman in working with the Glen Watford businesspeople in establishing an organization to co-operatively address and resolve area problems.

3. That the Commissioner of Planning bring forward a Notification Report for the necessary amendments to the Zoning By-law to provide the commercial properties on Sheppard Avenue from Kennedy to McCowan with parking standards.

4. That the Commissioner of Planning with the assistance of the Commissioner of Buildings and the Commissioner of Works continue to negotiate with the owners of the commercial properties along Glen Watford Drive to improve parking lot layout, access and fire routes.

5. That the Commissioner of Planning with assistance from the Commissioner of Works provide merchants in the Glen Watford Commercial Area with assistance in the development of an employer/employee parking program.

6. That the Commissioner of Works undertake the following projects:

   1) Extend the centre line pavement marking on Glen Watford Drive northward to Heather Road to improve lane delineation in the commercial area.
   2) Install "Watch For Pedestrian" signs north and south of the commercial area.
   3) Extend the current no parking restrictions on the east side of Glen Watford Drive from the Dragon Centre driveway to Sheppard Avenue.
   4) Conduct warrant studies to determine if Heather Road meets the requirements for a 40 km/h speed limit.

7. That Scarborough Council request Metro Council to undertake the installation of right turn lanes for Sheppard Avenue westbound at Glen Watford Drive, and Sheppard Avenue eastbound at Midland Avenue.

8. That the Commissioner of Works in consultation with the Commissioner of Planning, re-assess traffic conditions in and around the Glen Watford Commercial Area in September, 1985.

9. That the Commissioner of Buildings take whatever actions are available under the Property Standards By-law to ensure that the problem of handling, storage and disposal of garbage is resolved.

10. That the Commissioner of Planning prepare a Concept Plan for the Sheppard Avenue area from Kennedy Road to McCowan Road, including the future land use study of properties along, and adjacent to, Rural Avenue.

Respectfully submitted,

Kenneth J. Whitwell
Commissioner of Planning

RHM:zm

APPENDICES

APPENDIX 1 — COVER LETTER FROM J.W. NIGH, DATED FEBRUARY 1, 1985

and

THE GLEN WATFORD COMMERCIAL AREA STUDY, DATED JANUARY 10, 1985

APPENDIX 2 — LETTERS COMMENTING ON THE STUDY

Knox United Church, 2569 Midland Avenue
Bruce S. Scott, 42 Donalda Crescent
Mrs. Ellen King, 19 Rural Avenue
D.C. Hood, 39 Glen Watford Drive
Gary Menaul, 55 Glen Watford Drive
W. Waters, 16 Glen Watford Drive
Mrs. J. Hazlewood, 63 Glen Watford Drive
Isabel Hellberg, 15 Marydon Crescent
Anonymous

APPENDIX 3 — MEMO FROM CHRISTOPHER J. WILLIAMS, LAW DEPARTMENT, DATED FEBRUARY 19, 1985

APPENDIX I

18-11

J.W. Nigh,
City Clerk

City of Scarborough
Clerk's Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

February 1, 1985.

Dear Sir or Madam:

At its meeting of January 17th, 1985, the City of Scarborough Planning Committee had before it the attached "Glen Watford Commercial Area Study" from the Commissioner of Planning. The Committee decided to seek the views of affected residents, merchants and property owners prior to making its recommendations to Council regarding the study. To this end, the Planning Committee will hold a special meeting on Thursday, February 28th, 1985 at 7:30 p.m. in the Council Chambers of the Civic Centre to consider the Glen Watford Commercial Area Study. It should, however, be noted that Planning Committee decided at its January 17th meeting to recommend that Council not endorse Recommendation #2 of the Study, because the Committee felt that it is not an appropriate direction.

Comments regarding the Study and its Recommendations may be submitted in either of two ways. Written comments should be sent to the Commissioner of Planning before February 14th, 1985, and Committee will hear deputations at its meeting of February 28th.

To provide you with an informal opportunity to become more familiar with the contents of the Study, Ward 12 Alderman Bob Aaroe is hosting a public meeting at 7:30 p.m. on Wednesday, February 6th, 1985, at the Agincourt Junior Public School, 29 Lockie Avenue.

For further information, contact Richard Moffi or Carl Knipfel in the Scarborough Planning Department at 296-7339.

Yours very truly,

J.W. Nigh
City Clerk

RHM:sb

18-12

SCARBOROUGH PLANNING REPORT

To: Chairman and Members of the Scarborough Planning Committee

The Glen Watford Commercial Area Study	**Wards:**	12 and 13
	Communities:	Tam O'Shanter Agincourt South Agincourt Ind. Marshalling Yard Ind. Malvern West
	Reference:	840014
January 10, 1985	**Agenda:**	January 17, 1985

BACKGROUND:

Physical and social changes are taking place in the Glen Watford Commerical Area. New stores, services and restaurants are being established to serve the growing population of Chinese Canadians in Agincourt. This has resulted in renewed investment, vitality and activity along Sheppard Avenue from Kennedy Road to McCowan Road. With this increased prosperity has come some traffic and parking difficulties. Established residents and businesspeople are concerned that if redevelopment continues undirected, it will have negative rather than positive effects on the community.

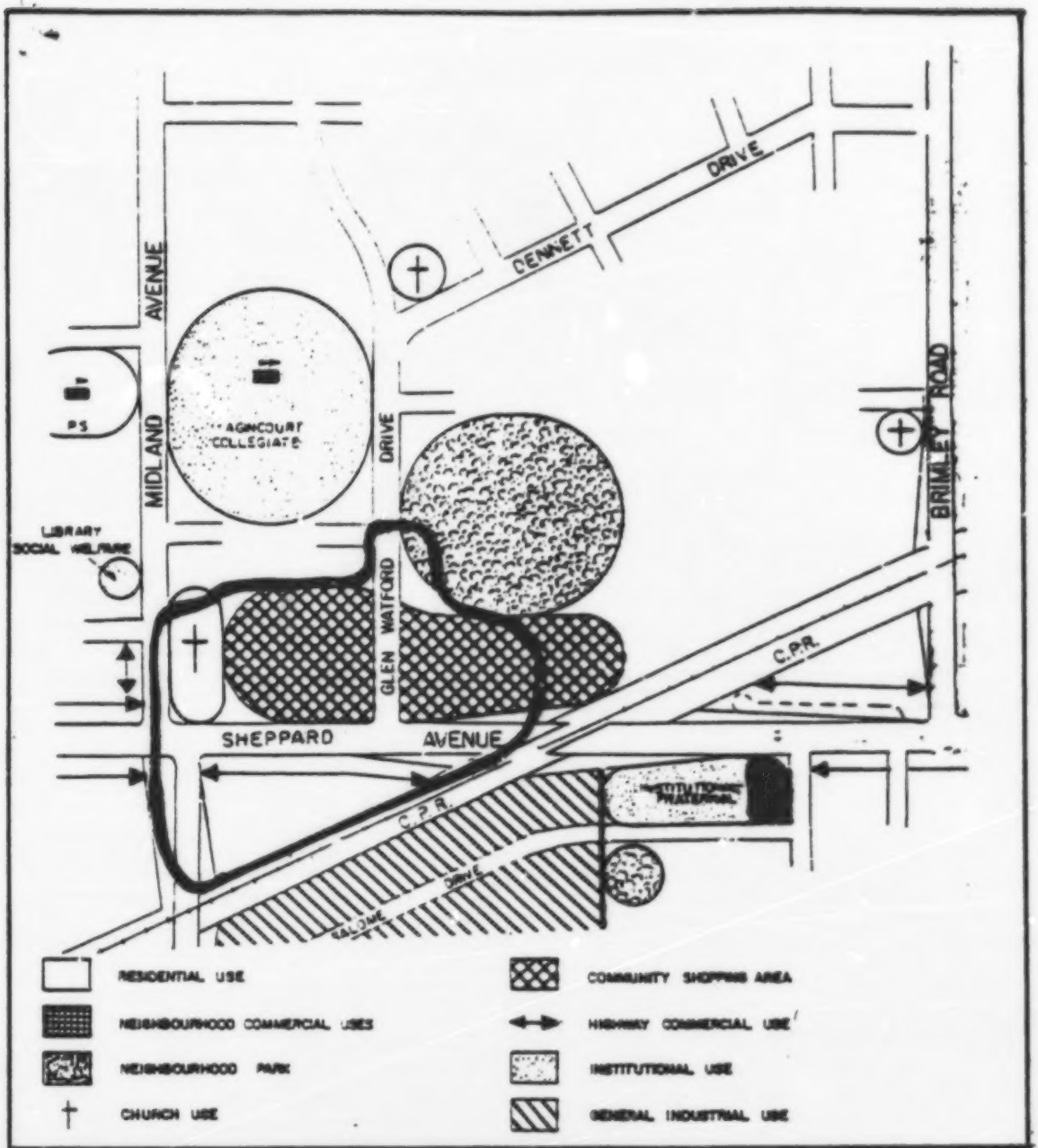
The area most affected by recent redevelopment is at the Sheppard Avenue, Glen Watford Drive intersection. The properties within this area are primarily designated and zoned for commercial uses (Figures 1 and 2). In addition to a church, post office and community centre, the study area (Figure 3) is "home" to over 150 stores, offices and service establishments.

To address the changes that have affected this part of the community, Council instructed staff to undertake a study of the Glen Watford Commercial Area. The study was to examine existing conditions and recommend courses of action for physical improvement. This report is the result of staff's investigation.

THE PROBLEM:

During this study, over thirty meetings and numerous discussions with community leaders took place to define the "problem" of the Glen Watford Commercial Area. The people involved perceive that the one, all-encompassing problem in the study area specifically, and in Agincourt in general, is physical and social change. Almost without exception, the same individuals voiced an understanding that "change is inevitable".

Change is not the problem. The problem is how to "cope" with change. More specifically, what systems are available to assist Council, City staff, businesspeople and residents in predicting, understanding and managing social and physical change to make it a positive rather than a negative experience?



EXISTING OFFICIAL PLAN

LOCATION OF STUDY AREA

THE GLEN WATFORD COMMERCIAL AREA STUDY
FILE No. 840014

0 50 100 150 200 metres

SCARBOROUGH PLANNING DEPARTMENT
DRAWN BY S.H.
DATE DEC. 19 1984

FIGURE 1

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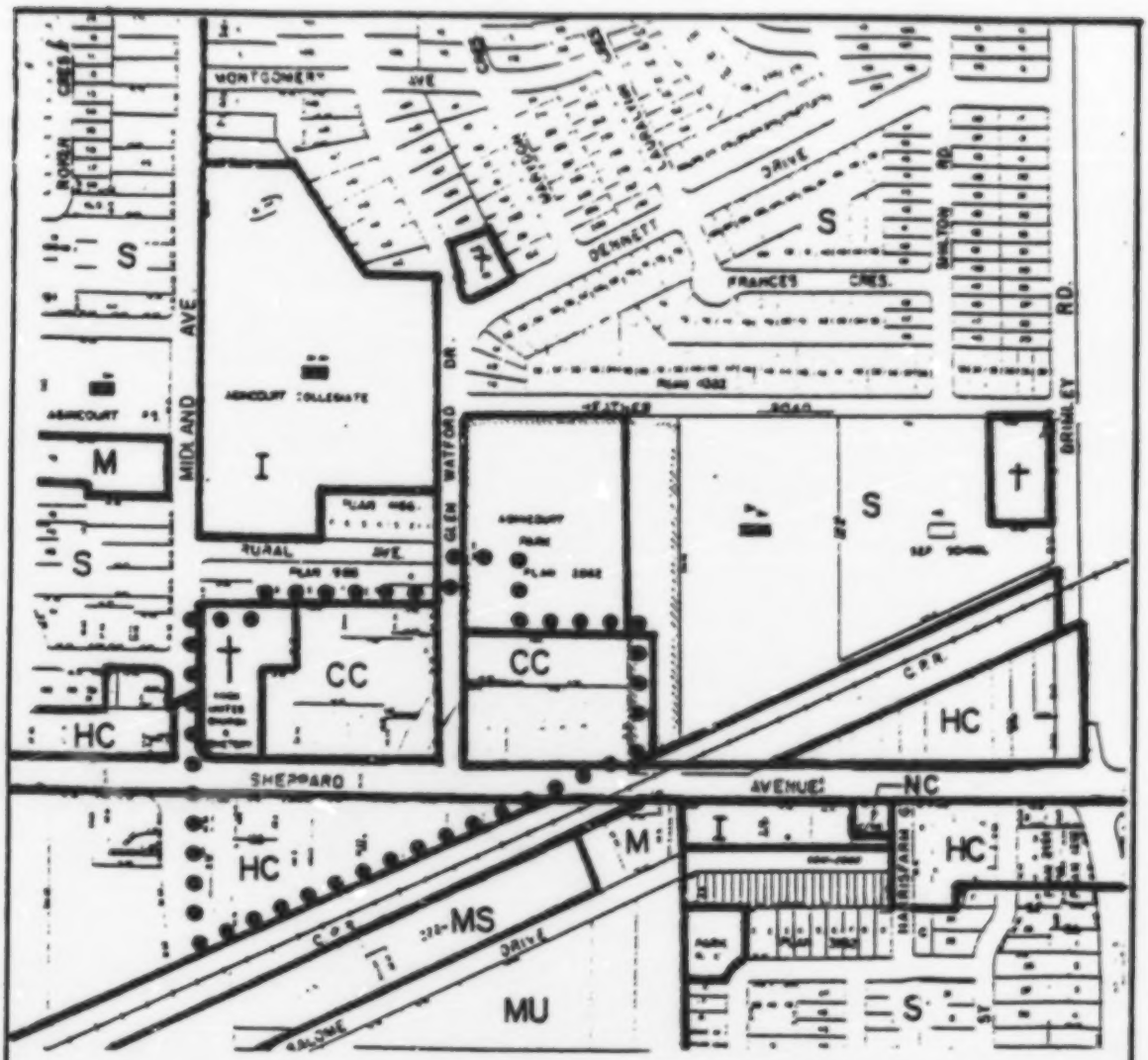

S	SINGLE FAMILY RESIDENTIAL USE	M	MULTIPLE FAMILY RESIDENTIAL USE
CC	COMMUNITY COMMERCIAL USE	NC	NEIGHBOURHOOD COMMERCIAL USE
HC	HIGHWAY COMMERCIAL USE	I	INSTITUTIONAL USE
MU	INDUSTRIAL USE	MS	SPECIAL INDUSTRIAL USE

LOCATION AND EXISTING ZONING

• • • LOCATION OF STUDY AREA

THE GLEN WATFORD COMMERCIAL AREA STUDY
FILE No. 840014

0 50 100 150 200 metres

SCARBOROUGH PLANNING DEPARTMENT
DRAWN BY S.H
DATE DEC. 19 1984

FIGURE 2

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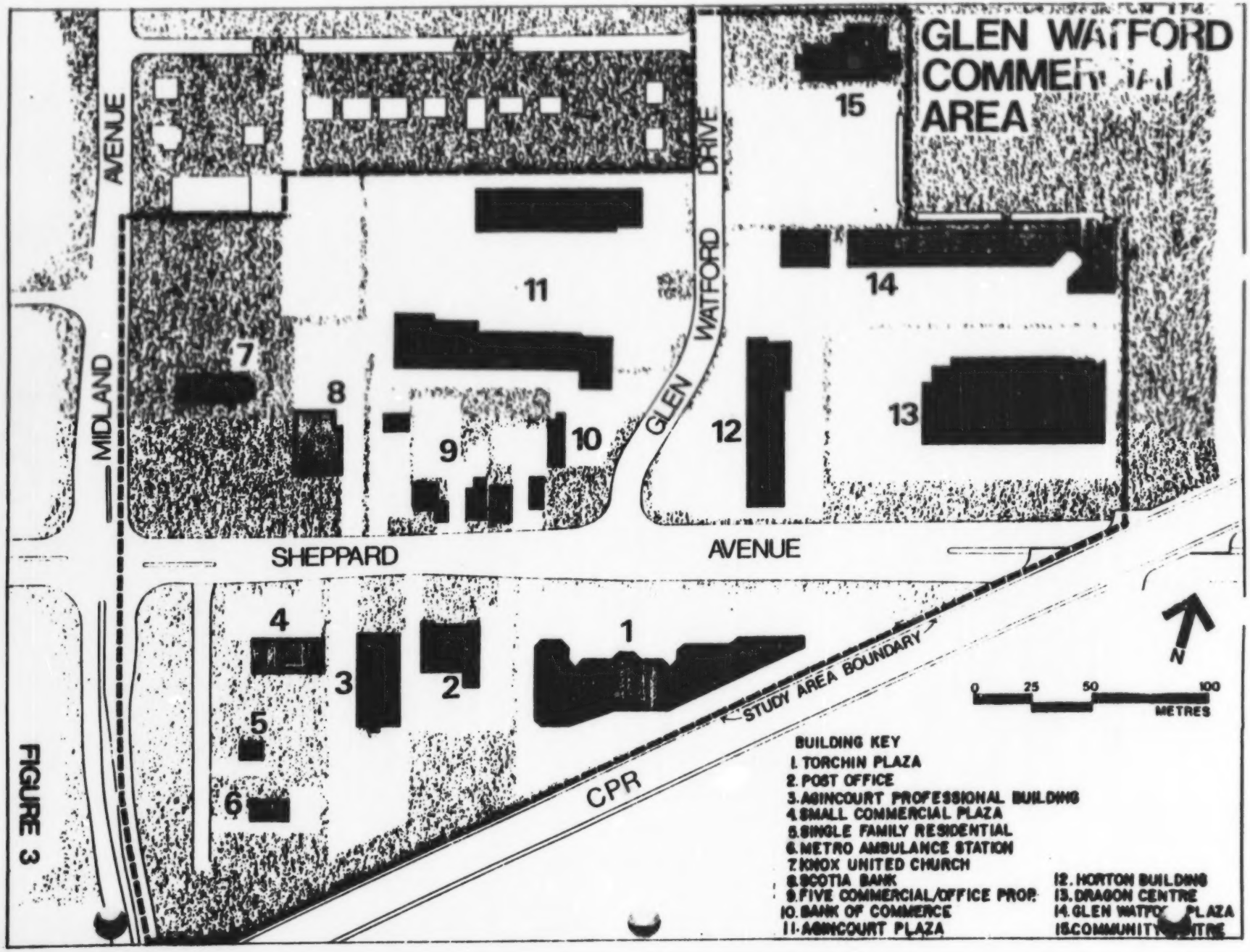


FIGURE 3

18-15

PLANNING ISSUES:

Scarborough is entering a new era in its planning history. The emphasis of the past on planning raw land is being replaced by one dealing with changes in established communities. As buildings age, they are renovated or replaced; low intensity uses are replaced by ones of higher intensity; single uses become mixed; and new, small-scale in-fill development occurs in vacant neighbourhood spaces.

In addition to these highly visible physical changes, Scarborough is undergoing significant changes in its social make-up that will affect how planning is undertaken. Past planning was based on some implicit assumptions about people which are no longer valid. The prototypical suburban family and homogeneous neighbourhood make-up are declining. Only 48% of Scarborough's households in 1981 consisted of mother, father and children-at-home.

The challenge facing the City's planners is to assist people in coping with change, in a manner which reduces problems and finds development alternatives which provide an efficient, healthy, convenient and physically attractive environment.

1. Working with People

To achieve the highest degree of success, all planning issues should involve working with the people in the community whose lives will be affected by future changes. During the course of this study, conversations were held with elected officials, civil servants, community leaders, businesspeople and residents. Topics discussed covered racial intolerance, cultural change within the community, the responsibilities of municipal government, social leadership and citizen participation in the planning process. The vast majority of these discussions revealed a desire for better systems through which individuals can participate in addressing social and planning issues.

In response to this desire, Scarborough Council, the Federation of Chinese Canadians in Scarborough and the Central Agincourt Ratepayers Association have been working to determine methods for reducing the stress that exists in the community.

In addition to continuing with the current level of citizen participation on planning issues, the Planning Department can provide assistance to the people of the Glen Watford area in responding to change. An on-going liaison should be established with the Central Agincourt Ratepayers Association for the periodic review of local planning issues and concerns. The businesspeople should be assisted in establishing an organization to co-operatively address and resolve problems in the commercial area.

2. Concept Plan

The study area and other commercial properties along Sheppard Avenue from Kennedy Road to McCowan Road will continue to undergo redevelopment changes. This larger area could benefit from the preparation of a detailed Concept Plan in the near future, that would serve as an ongoing general guide to the area's planning and design potential.

A Concept Plan should include review and recommendations related to: land use, transit and transportation, urban design guidelines, public improvements, private improvements, and sources of funding.

3. Future Land Use

Pressure exists for commercial redevelopment in the study area and on properties fronting along Rural Avenue. In reviewing appropriate land use changes through the preparation of a future Concept Plan, it would appear desirable to consider the viability of reusing existing buildings on Rural Avenue for office uses, and to determine the best mix and type of uses for the existing commercial area. This would promote the orderly redevelopment of compatible uses.

4. Parking Standards

The "terms of reference" for this study included a review of existing development standards for highway commercial zoned lands on Sheppard Avenue from Kennedy Road to McCowan Road. The major deficiency that exists is related to parking provisions. For all commercial properties, the only minimum parking standard relates to eating establishments (banquet halls, restaurants, beverage rooms, taverns, cafeterias, etc.).

Through past experience and evaluation, the Planning Department has found the parking standards of 3 spaces minimum per 100 m^2 for neighbourhood or community commercial uses, and 10 spaces minimum per 100 m^2 for eating establishments to be adequate.

5. Urban Design

Objectives for all future developments, redevelopments and improvements in the study area should be to achieve more functional use of land and a higher quality of development design. To achieve these objectives, the following considerations should be taken into account when evaluating future development proposals:

1) The redevelopment of the five commercial properties on the north side of Sheppard Avenue, west of Glen Watford Drive, should be undertaken in a co-ordinated manner. Shared parking or access drives; complementary building design; common pedestrian areas; and property amalgamation should be promoted.
2) Pedestrian linkages between properties, pedestrian amenities and landscaped areas should be provided.
3) There should be clear separation of conflicting site functions, such as pedestrian areas kept apart from service and delivery areas.
4) The Agincourt Plaza should make more efficient use of its Sheppard Avenue entrance.

PHYSICAL IMPROVEMENTS:

While the planning issues just discussed, address future changes and conditions, there is a need now to initiate actions that will correct existing physical problems in the Glen Watford Commercial Area. The following specific issues have been investigated by staff during the course of this study. Some problems have been resolved, others are still being negotiated. Some proposed solutions look promising, others will have to be tested.

1. Private Improvements for Parking and Traffic

Traffic and parking issues in and around the Glen Watford Commercial Area were a major concern of this study. To address these issues, the Transportation Division of the Works Department undertook a "Traffic Impact and Access Study". The findings of that work are included in the Appendix of this study. The Traffic Study found that delays, congestion and unsatisfactory operating conditions occur in the area of the driveway entrances into the commercial plazas on both sides of Glen Watford Drive.

For the Agincourt Plaza and the Horton Building (see Figure 3), some difficulties with traffic movement have been created by the merchants who operate the lots on Saturdays in a makeshift manner as "pay" parking lots. The Traffic Study found that this operation creates backups on the street and conflicts with through traffic. It may also contribute to the demand for free parking at the Dragon Centre and Glen Watford Plaza. Either these lots should be free and accessible, or they should be established with proper booths, signage, gates and holding lanes, to avoid traffic congestion on Glen Watford Drive.

The Dragon Centre and the Glen Watford Plaza have their own difficulties. These plazas are served by three driveways concentrated at one location on Glen Watford Drive. This creates a great deal of confusion and conflict both in terms of access to the public street, and internal traffic movement. In addition, during the highest demand time between 11:00 a.m. and 2:00 p.m. on Saturdays, there are approximately 45 cars on-site without proper parking accommodation. Staff have been negotiating with the owners to improve the efficiency of these parking lots through re-design to provide additional parking and restructured entry drives to eliminate traffic conflicts.

2. Parking Supply and Demand

Within the Glen Watford study area as a whole, there is no parking deficiency. There are enough parking spaces in existing lots to meet the demand. The problem is to provide access to those lots. What is lacking, and now contributing to the parking problem, is co-operation among the businesspeople themselves.

During weekdays, parking is generally available in the Agincourt Community Centre and the Knox United Church parking lots. During weekends and evenings additional parking can be found in the Agincourt Professional Building, the Canadian Imperial Bank of Commerce and the Scotia Bank parking lots. Depending on the particular schedule of activities in the Church and Community Centre these lots may be available for greater periods of use.

The findings of a survey of ground floor businesspeople showed that at least 60 merchants and employees from Glen Watford Plaza and the Dragon Centre, and 50 from the Agincourt Plaza require parking on a daily basis . This means that at least 110 out of the 403 parking spaces in those lots are not available to customers because they are used by employers and employees.

The "parking problem" could be significantly reduced. The co-operation of all businesspeople (employers and employees) and area property owners, including the City, should be sought. A system should be developed that permits employers and their employees to use available parking spaces in other area lots during non-peak times and days. This approach to the problem may provide a faster, cheaper and more effective solution than any imposed regulation could hope to achieve. The City could assist the businesspeople in developing this system.

In addition, greater use of public transit should be encouraged, especially among employers and employees, as a way of reducing parking demand.

3. City Improvements for Traffic

The Traffic Study identified four relatively inexpensive actions within the City's jurisdiction, which could lead to improved traffic conditions. These improvements are:

1) Extend the centre line pavement marking on Glen Watford Drive northward to Heather Road to improve lane delineation in the commercial area.
2) Install "Watch For Pedestrian" signs north and south of the commercial area.
3) Extend the current no parking restrictions on the east side of Glen Watford Drive from the Dragon Centre driveway to Sheppard Avenue.
4) Conduct warrant studies to determine if Heather Road meets the requirements for a 40 km/h speed limit.

4. Metro Improvements

Traffic conditions could be improved with a right turn lane on Sheppard Avenue westbound to Glen Watford Drive northbound. This improvement would be the responsibility of Metro Roads and Traffic, and could be achieved by pavement markings without a road widening.

In addition, Scarborough staff requested that Metro Roads and Traffic examine weekday traffic operations at the intersection of Midland and Sheppard. Metro staff concluded that the addition of a combined right turn lane and bus bay on the eastbound approach to this intersection would improve both existing and future operations at this intersection.

5. Traffic Concerns of Area Residents

Concerns have been expressed about increased traffic volumes and vehicular and pedestrian safety in and around the study area. Although difficulties do exist as a result of commercial traffic, these can be corrected with the co-operation of the individuals involved.

Area residents, through the Central Agincourt Ratepayers Association, believe that measures should be taken to separate commercial and residential traffic. The solution most often suggested is to find some way of closing Glen Watford Drive between Rural Avenue and the commercial plazas.

Before solutions for the separation of residential and commercial traffic are investigated, it would be best to allow the traffic and parking improvements made in this report to be implemented. After the improvements are in place, the traffic conditions in and around the Glen Watford Commercial Area should be re-assessed to determine if additional actions are required.

6. Fire Access

Two problems were found related to fire access for the Glen Watford Plaza and the Dragon Centre. Overflow parking is being accommodated through illegal parking in fire routes on both properties. The second problem relates only to the Glen Watford Plaza. The site layout does not conform to a plan approved by the Fire Department in 1978 and does not provide satisfactory fire routes. Both problems could be resolved by a revised layout of these two parking lots, and City staff have been discussing this solution with the owners.

7. Garbage

The one major problem found by the Buildings Department and the Health Department was the handling, storage and disposal of garbage. The primary problem is food waste associated with restaurants. A meeting was held with the property owners affected, and staff outlined a proposal for the use of a more effective trash compaction system.

The owners of the Dragon Centre and the Glen Watford Plaza have indicated their willingness to purchase and maintain such a system. Other property owners and one tenant have submitted proposals as to the methods they will use to correct the problem. Staff of the Buildings Department have been negotiating with the individuals concerned to resolve the problem.

CONCLUSION:

Changes in the Glen Watford Commercial Area have resulted in some problems, most notably parking, traffic and access. The resolution of these problems will ultimately be the responsibility of many groups, agencies and individuals. The City can initiate, negotiate, implement and co-ordinate changes and improvements to correct existing difficulties and find methods through which people can work together to make change a positive rather than a negative experience.

RECOMMENDATIONS:

That Council adopt the following nine recommendations:

1. That the Commissioner of Planning, in conjunction with the Ward Alderman, establish an ongoing liaison with the Central Agincourt Ratepayers Association for the periodic review of local planning issues and concerns.

2. That the Commissioner of Planning assist the Glen Watford businesspeople in establishing an organization to co-operatively address and resolve area problems.

3. That the Commissioner of Planning bring forward a Notification Report for the necessary amendments to the Zoning By-law to provide the commercial properties on Sheppard Avenue from Kennedy to McCowan with parking standards.

4. That the Commissioner of Planning with the assistance of the Commissioner of Buildings and the Commissioner of Works continue to negotiate with the owners of the commercial properties along Glen Watford Drive to improve parking lot laycut, access and fire routes.

5. That the Commissioner of Planning with assistance from the Commissioner of Works provide merchants in the Glen Watford Commercial Area with assistance in the development of an employer/employee parking program.

6. That the Commissioner of Works undertake the following projects:

    1) Extend the centre line pavement marking on Glen Watford Drive northward to Heather Road to improve lane delineation in the commercial area.
    2) Install "Watch For Pedestrian" signs north and south of the commercial area.
    3) Extend the current no parking restrictions on the east side of Glen Watford Drive from the Dragon Centre driveway to Sheppard Avenue.
    4) Conduct warrant studies to determine if Heather Road meets the requirements for a 40 km/h speed limit.

7. That Scarborough Council request Metro Council to undertake the installation of right turn lanes for Sheppard Avenue westbound at Glen Watford Drive, and Sheppard Avenue eastbound at Midland Avenue.

8. That the Commissioner of Works in consultation with the Commissioner of Planning, re-assess traffic conditions in and around the Glen Watford Commercial Area in September, 1985.

9. That the Commissioner of Buildings take whatever actions are available under the Property Standards By-law to ensure that the problem of handling, storage and disposal of garbage is resolved.

Respectfully submitted,

Kenneth J. Whitwell
Commissioner of Planning

RHM:sb

APPENDIX

Page No.	Item	Date
23	THE FINDINGS OF THE: GLEN WATFORD DRIVE TRAFFIC IMPACT AND ACCESS STUDY Excerpted From a Report Prepared by The Transportation Division of The Scarborough Works Department	September, 1984

THE FINDINGS OF THE:

GLEN WATFORD DRIVE TRAFFIC IMPACT AND ACCESS STUDY

Excerpted From a Report Prepared by
The Transportation Division of The
Scarborough Works Department, September, 1984

GOALS AND OBJECTIVES:

Parking, access and traffic operations in the vicinity of the shopping plazas on Glen Watford Drive have become key issues in the study area. This transportation impact and access study was undertaken in order to achieve a number of related objectives as defined below:

1. Identify parking patterns and peak period deficiencies related to the shopping plazas.
   - on-site
   - on adjacent streets
   - other area properties

2. Determine traffic generation factors (vehicle trips) of the shopping centres, noting peak periods, daily variations and comparisons with similar-sized facilities.

3. Assess the impact of shopping centre oriented traffic at the access points to Glen Watford Drive, the residential area, and the Sheppard Avenue/Glen Watford Drive intersection.

4. Examine efficiency of existing driveway access configurations and parking lot layouts.

DATA COLLECTION:

In order to obtain the required data, extensive field surveys were employed. The main field components were manual turning movement and parking counts conducted over a 4 day period at the Dragon Centre/Glen Watford Plaza (east side of Glen Watford Drive) and the Agincourt Plaza, 6 Glen Watford Drive (west side of Glen Watford Drive). The counts were undertaken on Thursday August 9, 1984 and Friday August 10, 1984 from 10:00 a.m. to 10:00 p.m. and Saturday August 11, 1984 and Sunday August 12, 1984 from 9:00 a.m. to 10:00 p.m. Pedestrians accessing and exiting the plaza properties on the east side were also recorded to determine off-site parking demand and orientation.

Automatic traffic recorder (ATR) counts were undertaken in conjunction with this study. A cordon defined by Midland Avenue, Sheppard Avenue and Brimley Road was established, and ATR's were placed on all roads leading to the residential area. The count locations were set for a one week period (Wednesday August 8, 1984 to Wednesday August 15, 1984) and included:

Rural Avenue
Heather Road
Dennett Drive
Montgomery Avenue
Havendale Road
Stubbswood Square
Glen Watford Drive (north of Sheppard Avenue)
Glen Watford Drive (north of the commercial area)

These special counts were supplemented by a routine neighbourhood area counting programme conducted at the same locations in June 1983, prior to the opening of the Dragon Centre. These provided a sound basis for "before and after" comparisons to determine traffic infiltration patterns.

SUMMARY AND FINDINGS:

The observations, field studies and analysis of resulting data from this traffic impact and access study yielded a variety of information regarding parking and travel characteristics in the Glen Watford Drive/Sheppard Avenue commercial and residential areas. The following points summarize the key conclusions.

Parking

1. When the Dragon Centre was converted from a roller rink to retail uses, a re-zoning was not required under the applicable "Community Commercial" zoning in the Agincourt Community By-law. Under this designation, the only specific requirements in terms of vehicle parking is that 10 spaces per 93 square metres (1000 square feet) of restaurant uses be provided. This land use designation (and parking requirement) applies to all of the commercial plazas in question.

2. The Dragon Centre provides parking for 138 cars on-site. This exceeds the minimum by-law requirement of 70 spaces and is consistent with other Scarborough Plazas of this size. Combined with the adjacent Glen Watford plaza, 220 spaces are provided.

3. The Agincourt Plaza on the west side of Glen Watford Drive provides 183 parking spaces, exceeding its minimum by-law requirement of 19 spaces.

4. The demand for parking at the Dragon Centre/Glen Watford Plaza exceeds supply at the following times
   - weekdays briefly during the noon period
   - weekends for extended periods during late morning and early afternoon and briefly during the dinner period.

5. The majority of overflow parking demand is contained on-site as the result of illegal parking in fire routes and aisles and vehicles circulating. Off-site overflow is accommodated at the Agincourt Plaza on the west side of Glen Watford Drive, the Agincourt Community Centre lot adjacent to the north and on Rural Avenue.

6. At peak times, there are approximately 20% more vehicles on-site at Dragon Centre/Glen Watford Plaza than there are spaces for. In total (on-site and off-site overflow) peak parking demand exceeds supply by approximately 80 to 90 vehicles.

7. There is sufficient parking provided at Agincourt Plaza to accommodate peak demand and some overflow from the east side plazas.

8. With the exception of a portion of Rural Avenue, shopping centre-oriented vehicles were not noted to use area streets for overflow parking.

9. The Agincourt Community Centre places a far greater demand on area streets for parking during the course of a major event. In addition to the 108 space lot reaching capacity, parking occurs on both sides of Glen Watford Drive, Rural Avenue, Heather Road and Dennett Drive, in spite of posted restrictions. This often coincides with peak demand at the shopping centres.

Traffic Operations

10. In terms of traffic generation rates, or the amount of traffic attracted to the plazas, vehicle trips to and from the Dragon Centre/Glen Watford Plaza and Agincourt Plaza are within the range expected for plazas of a similar size.

11. In the order of 70% of all shopping centre traffic accesses the plazas from the south.

12. Traffic counts indicate that volumes have increased by about 30% since 1983 on Glen Watford Drive between Sheppard Avenue and the commercial area. In excess of 70% of the traffic on this portion is shopping centre traffic.

13. North of the commercial node, traffic volumes on Glen Watford Drive are about 50% less than those to the south, and of this total the shopping centre component accounts for approximately 55%.

14. Assessment of peak turning movement volumes and shopping centre traffic distribution indicates that sufficient roadway capacity is available on Glen Watford Drive and at the Glen Watford Drive/Sheppard Avenue intersection to accommodate demand. Despite the availability of roadway capacity, delays, congestion and unsatisfactory operating conditions occur in the immediate area of the driveways. This can be attributed largely to driveway configurations and other on-site factors.

15. Traffic volumes entering and exiting the residential area on all local routes are substantially unchanged over the past year.

Site Access and Circulation

16. The existing driveway configurations, particularly on the east side of Glen Watford Drive, permit a series of conflicting traffic moves to be undertaken simultaneously, leading to delays and potential hazards on the public street (see Figure 1). Four primary problem areas were identifed:
- sub-standard geometric design
- the physical locations and configuration of driveways
- the main access driveways also functioning as circulation areas for the parking lot
- lack of adequate message and information signage.

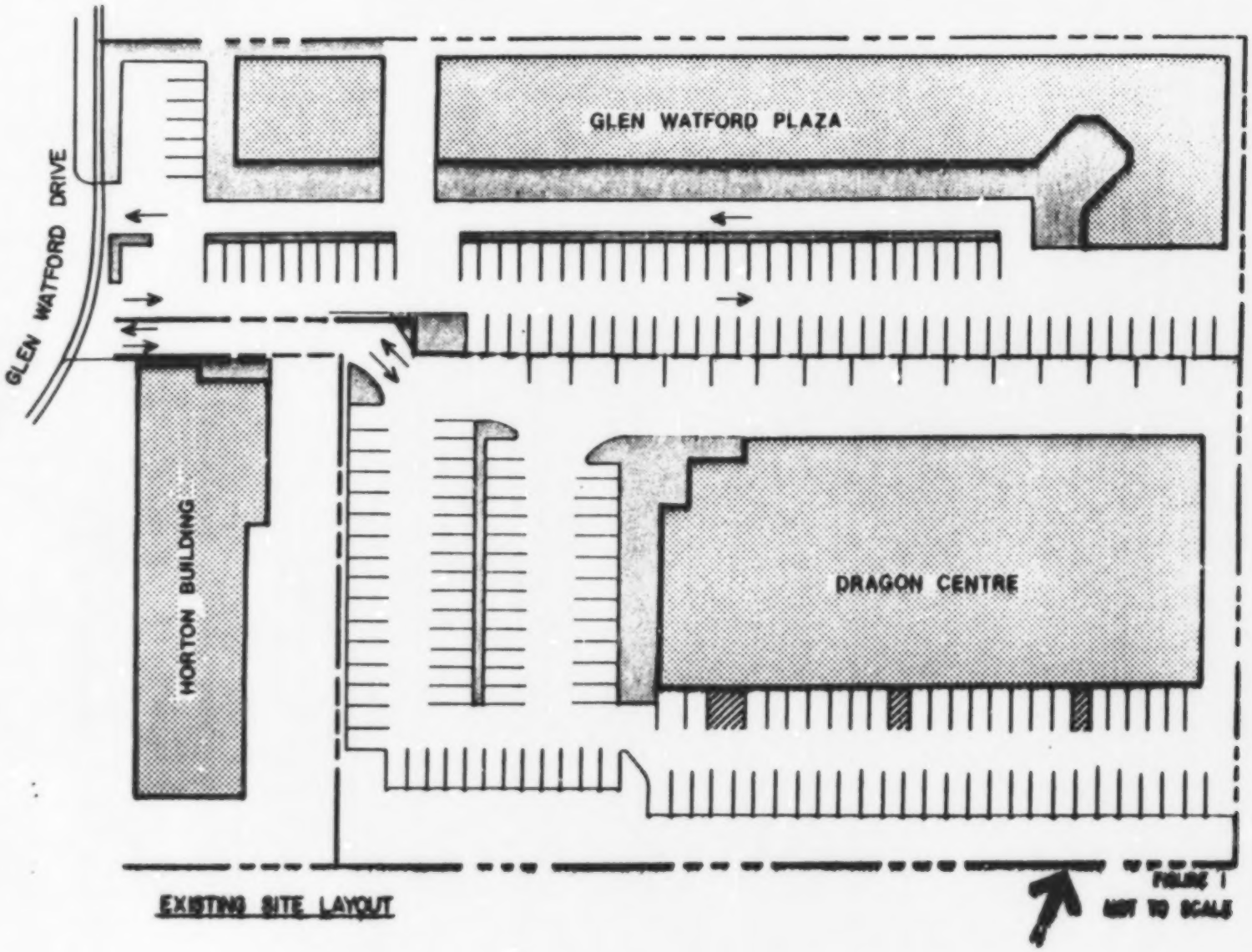
17. In spite of the potential for conflicts, a review of reported accident experience for the first 6 months of 1984 along Glen Watford Drive in the area of the plaza driveways did not reveal any incidents.

18. Approximately 40% of the vehicles using the Dragon Centre/Glen Watford Plaza driveway and approximately one third of the vehicles using the Agincourt Plaza driveways do not follow the directional designations intended.

19. Some of the traffic operations problems can be improved somewhat through minor, low cost measures, however the more serious ones can only be resolved with relatively major redesign, undertaken at the onus, consent and expense of area land owners. Many of these are directly applicable to the east side and involve reconstruction of existing driveways and parking areas.

20. The following list of components can be used as a guideline to achieve maximum efficiency and safety in area traffic operations when implementing changes:
- provide clear guide and informational signage and standard pavement markings to designate intended function of driveways;
- eliminate multiple choice access routes;
- ensure any driveway revisions conform to City of Scarborough geometric standards;
- separate the dual function of driveway access and parking lot circulation;
- provide better separation between the public sidewalk and vehicle routes;
- discourage parallel parking in any parking lot redesign.

21. A conceptual plan contained in this report (Figure 2) illustrates how traffic operations could be improved and on-site parking supply increased for the Dragon Centre/Glen Watford Plaza. It should be noted that implementation of any improvements suggested in this report would reduce traffic delays, congestion and hazards to vehicles and pedestrians on Glen Watford Drive, but would not alter current volumes.



EXISTING SITE LAYOUT

FIGURE 1
NOT TO SCALE

Proposed Improvements

The scope of physical improvements that can reasonably be expected to be implemented in this area is somewhat limited at this time. Constraints such as the grade between the Dragon Centre and Sheppard Avenue, and the CPR grade separation greatly reduce access alternatives. Current ownership patterns also impede alternative access and parking lot configurations. As the analysis of the data collected during this study indicated sufficient roadway capacity does exist to accommodate demand, and, as such, many of the possible major improvements outlined would fall directly to property owners. This implies voluntary negotiation and co-operation among a number of parties and a significant cost factor to land owners.

It should be emphasized that none of the measures are designed to reduce, restrict or impede the volume or flow of traffic to the commercial establishments. All improvements are intended to move not only shopping centre-oriented traffic, but also local traffic destined to the residential areas, more safely and efficiently, and to better utilize the existing roadway facilities.

The following summarizes proposed actions to achieve the above goals:

1. Extend the centre line pavement marking on Glen Watford Drive northward to Heather Road to improve lane delineation in the commercial area.

2. Install "Watch For Pedestrian" signs north and south of the commercial area.

3. Extend the current no parking restrictions on the east side of Glen Watford Drive from the Dragon Centre driveway to Sheppard Avenue.

4. Install barriers on the boulevard between the Glen Watford Plaza exit driveway and entrance driveway to prevent vehicles from driving on the sidewalk and endangering pedestrians.

5. Request Metropolitan Toronto to designate a right turn lane on Sheppard Avenue westbound to Glen Watford Drive northbound. This will require painting pavement markings and will not necessitate a road widening.

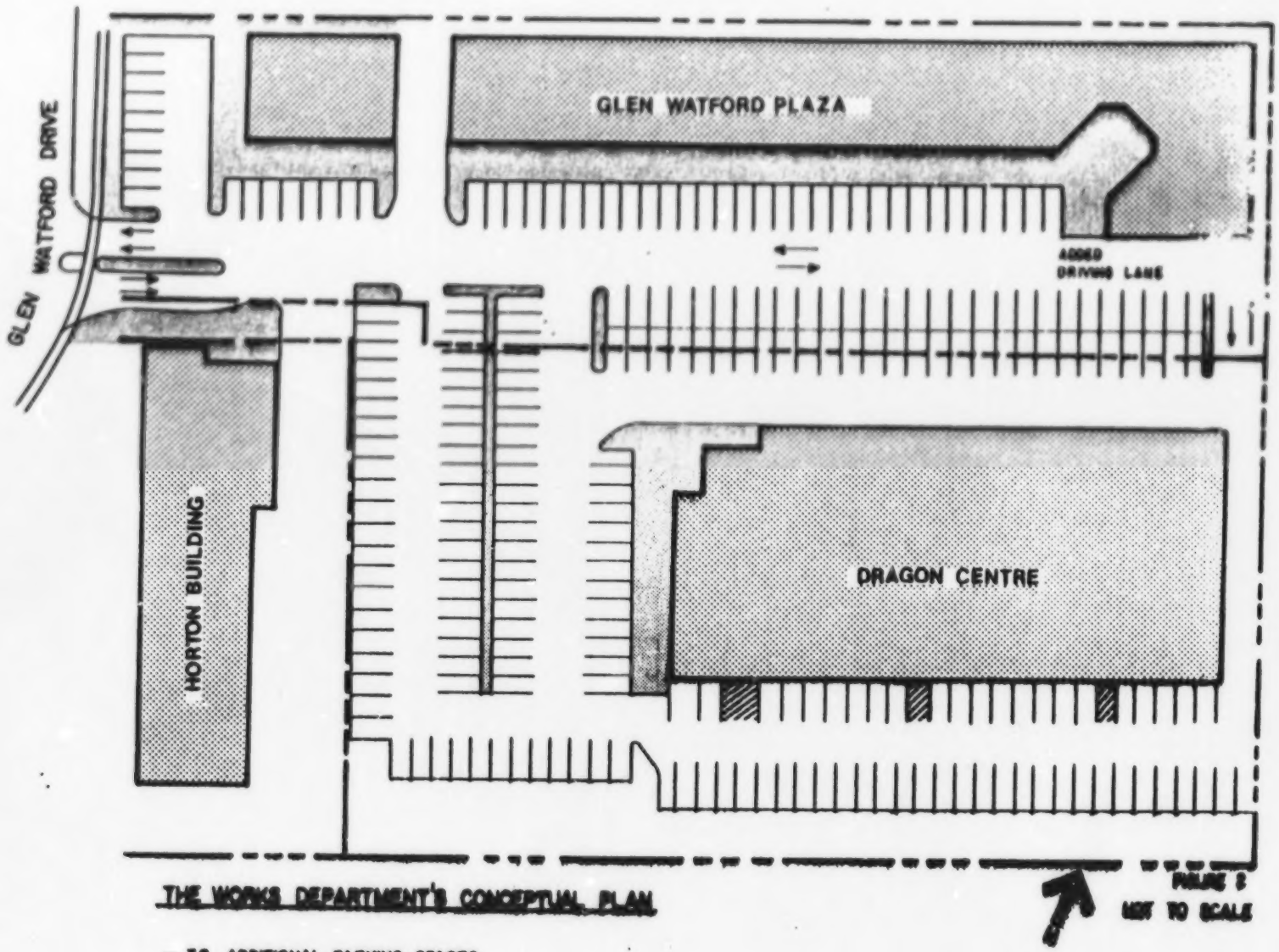
6. Conduct a traffic control signal warrant study at the Midland Avenue/Havendale Road intersection.

7. Conduct the appropriate warrant studies to determine if Heather Road meets the requirements for a 40 km/h speed limit.

8. Request commercial property owners to clearly designate entrance and exit routes to their properties with approved signs and pavement markings.

9. Request operators of the Agincourt Plaza to ensure that the Saturday barriers do not encroach on the public right-of-way and to instruct attendants to desist from sending drivers who inadvertently attempt to enter the exit driveway backing out into the street.

10. Ultimately, negotiations should be initiated between owners of the east side plazas to redesign access driveways and parking areas. Guidelines for these improvements have been discussed in this report. A conceptual plan illustrates the type of improvements that may be considered (see Figure 2).



THE WORKS DEPARTMENT'S CONCEPTUAL PLAN

FIGURE 2
NOT TO SCALE

- 38 ADDITIONAL PARKING SPACES
- A SINGLE SHARED ACCESS DRIVE

18-29

APPENDIX 2

18-31

KNOX UNITED CHURCH

BOX 195, 2569 MIDLAND AVE.
AGINCOURT, ONTARIO, M1S 3B6
TELEPHONE 293-4424

REV. GORDON E. BURGESS
REV. MATTHEW BAILIE

DEACONESS
MISS FAYE L. GREER, B.A.

PLANNING
FEB 15 1985
C. OF PI.

February 14, 1985

City of Scarborough
Planning Department
150 Borough Drive
Scarborough, Ontario
M1P 4N7

Attention: Mr. K.J. Whitwell
Commissioner of Planning

Dear Sirs

Subject: Glen Watford Commercial Area Study
"Deputation to Planning Committee by
The Committee of Stewards of
Knox United Church, Agincourt"

Further to a review of the Glen Watford Commercial Area Study document dated January 10, 1985, and attendance at a Planning Committee meeting on January 17, 1985 and a public meeting on February 6, 1985, the Committee of Stewards of Knox United Church respectfully submits the following deputation regarding the study and the Church's concerns about the issues raised in the study.

1. Background on Knox United Church

Knox United's roots at the cross roads of Midland and Sheppard Avenues date from January of 1848. The current church building was constructed in 1872, 113 years ago. Numerous building activities have been undertaken over the intervening years up to today. Some of the highlights have been the extension of the main building towards the east in 1904, the excavation of a basement under the sanctuary in 1949 and in 1959, the building of the Christian Centre north of the Church, together with the parking lot adjacent to the Agincourt Plaza.

Knox United has a membership of approximately 1250 persons with two regular church services each Sunday. The sanctuary can accommodate approximately 400 persons. The Church and Christian Centre properties are very well used by Church and local groups, seven days (and nights) per week. There are over 25 groups that use these buildings as well as a Montessori school in the Christian Centre which operates from Monday through Friday during the daytime.

...continued on page two

18-32

1. Background on Knox United Church Cont'd

Knox has long prided itself in being a vital part of the Agincourt Community and thus we are concerned about decisions that may be made as a result of the Glen Watford Study.

2. The Study

Addressing the study first, our comments are as follows using the study headings.

a) Background

The study area on Figure 3 is designated by a boundary of dashed lines. We would like to point out that our Christian Centre has not been included within the study boundary. This oversight is brought to your attention since it is our most heavily used facility on the property and must be included in any study.

b) The Problem

The Committee of Stewards were not included in any of the over 30 meetings during this study, however we have been monitoring the situation.

c) Planning Issues

While we have no detailed comments on the issues raised in this section of the report, we would support the idea of the preparation of a Concept Plan for the area from Kennedy Road to McCowan Road. Rural Avenue should be included in this study area. Future land use designations on Rural Avenue should be a major part of the Concept Plan Study. Parking standards must be set as soon as possible for Neighbourhood Commercial and Community Commercial uses. An average of 3 to 5 spaces per 1000 sq. ft., with a minimum of 10 spaces per 1000 sq. ft., for restaurants could be considered. Site plan development should pay particular attention to internal and external traffic flow patterns as redevelopment takes place in the Agincourt Plaza.

d) Physical Improvements

Under this section, the Traffic Study is referenced. It should be pointed out that the study was undertaken over the period of August 9 through August 12, 1984, a period when Knox United Church was closed for a month-long summer vacation period, thus the traffic counts do not reflect the Church related traffic. September would be a more representative month, after Labour Day.

...continued on page three

18-33

2. Study Study Cont'd

d) Physical Improvements Cont'd

The comment in the study that "parking is generally available in the Knox United Church parking lot" may have been an observed fact in August, 1984, however, as previously stated; the Church is very busy at varying times of the week. Saturdays are particularly busy with weddings (there can be up to three (3) weddings in one afternoon) and other activities such as rummage sales, plant sales, meetings etc. Sundays are also busy with peak loading from 9:00A.M. through 12:30P.M., where our parking facilities are no longer capable of handling the demand. Parking spaces are utilized in the Scotia Bank lot, the Agincourt Plaza and Agincourt Collegiate.

As has been mentioned publically, the Church has a co-operative agreement with the Scotia Bank whereby the Bank's employees use the Church parking lot from Monday to Friday and the Church uses the Bank's parking lot on Sunday. Also, members have long used the Agincourt Plaza lot and in return have permitted patrons to park in the Church parking lot for short periods of time (a more common occurrence when the Liquor Store was located at the west end of the Agincourt Plaza).

Erection of a permanent barricade across the boundary of the east side of the Church Parking lot, approximately four (4) years ago, has stopped motorists from using a "short-cut" to Midland Avenue, thus contributing to an increase in Glen Watford traffic. This was necessary as motorists were a hazard and the cross-parking lot traffic was very dangerous to pedestrians.

Garbage

Generally, the Church attempts to maintain its grounds by placing garbage containers at strategic points and emptying these containers. Grounds maintenance and clean-up is done on a volunteer basis when it becomes noticeable that excessive trash is accumulating. The main culprits are pedestrians walking through the Church grounds from the various plazas, either to Midland Avenue or to Agincourt Collegiate. However, at times, the garbage receptacles within the Agincourt Plaza become overfilled and trash escapes, ending up on the Church property. Trash compaction would help the situation and we trust this suggestion will be followed up with the stores in this Plaza.

Conclusion

We concur that change is inevitable with problems relating to the changes being manifested most notably with traffic congestion, lack of parking to meet peak demands, and access to the Glen Watford Area being less than adequate to meet the traffic demand.

...continued on page four

18-34

g) Recommendations

Recommendations 1 through 9 are pertinent. However, three of the recommendations warrant further comment.

3. Comments by Knox United Church

i) Knox United Church would like to be included in future discussions and meetings through our Committee of Stewards.

ii) Knox United Church has been participating in a specific employer/ employee parking program with the Scotia Bank and we feel that the Church's current weekly and week-end usage of our parking facilities will preclude the offering of our facilities to other merchants in the area for such a program.

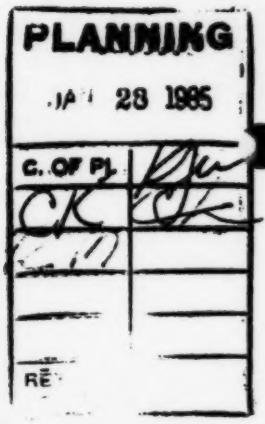
iii) Knox United Church supports any actions by the City which will improve the handling of garbage on the Agincourt Plaza site.

We wish to thank the Planning Committee for the opportunity to make this deputation and trust that you will accept it knowing that Knox United Church has always approached community matters on a basis of cooperation, where possible.

Respectfully submitted

N.E. Walker
Chairman, Committee of Stewards
Knox United Church,
Agincourt

18-35



January 23, 1985

42 Donalda Crescent,
Agincourt, Ontario. M1S 1N7

City of Scarborough,
Planning Department,
150 Borough Drive,
Scarborough, Ontario,
M1P 4N7.

Attention: Kenneth J. Whitwell,
Commissioner of Planning

Dear Mr. Whitwell:

As a member of the Central Agincourt Ratepayers Association I have read with great interest your January 10, 1985 report re: The Glen Watford Commercial Area Study. Although the study forms a good basis for discussion, I have the following comments and concerns:

- Why isn't the rapid development of a Concept Plan made as a recommendation? Your report (which lacks numbered pages) makes specific reference to this point yet no recommendation is made.

- You state that "the major deficiency that exists relates to parking provisions". It is obvious that your Departments' parking standards are inadequate relative to the Glen Watford problem. Could you define the particular establishments which are causing the current parking chaos?

- Your comment concerning parking availability and cooperation amongst businesspeople is, in my view, idealistic and impractical. These stores are, generally speaking, of a convenience nature.

Cont'd.

Forcing me to park at the Knox United Church lot to buy a loaf of bread at Beckers, or return a VCR cassette is not reasonable. Please explain how you expect parking to be cooperatively managed?

- You have not addressed in your recommendations how you will resolve the Traffic Concerns of Area Residents. Motherhood statements such as "these can be corrected with the cooperation of the individuals involved" is totally devoid of meaningful content.

- If the fire access problem is not in conformance with the 1978 approved Fire Department plan, why isn't legal action initiated?

Recommendations:

1. I believe that Richard Moffi has been acting as a liaison for at least 6 months so this recommendation is nothing new.

2. Please define what these "area problems" are.

3. Would the amended parking standards be applicable to existing establishments?

4. Will the Police regularly ticket those cars which block fire routes?

5. Define what assistance could be provided and how you could persuade employees to use public transport.

8. Reassessment of traffic in September 1985 is too late. This should commence in May, 1985.

9. It's fine to say you'll take "whatever actions are available" (whatever they may be!), but I suggest that you regularly tour the existing garbage compaction facilities and determine if they are being properly monitored and maintained. What can you do about garbage removal on a timely basis?

In conclusion, I believe your report lacks detail and a <u>defined</u>

Cont'd.

plan of action. I, for one, would appreciate fewer motherhood statements and more specific resolutions to a specific problem.

Yours very truly,

Bruce S. Scott

Bruce S. Scott, P. Eng.

BSS/ds

cc. Mr. R.H. Moffi,
Mr. D. Mahood,
Mr. R. Aaroe.

18-38

PLANNING
FEB 19
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RETU
TO FI

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

February 6

COMMENTS, QUESTIONS & CONCERNS
GLEN WATFORD COMMERCIAL AREA STUDY

Thank you for your interest in the Glen Watford Commercial Area Study. The Study is not the end, its only the beginning. If you have any additional comments or concerns, we'd like to hear from you! If you have any questions, then you'd like to hear from us!! Jot them down ...mail them in ...and we'll be in touch!!!

Comments or Concerns Ever since this area was opened up 35 years ago for development, there has been a decided lack of proper planning on the parts of the Council & planning boards. This latest Glen Watford Study report is no exception. This mess has been caused by the so called "EXPERTS" yet we the residents & merchants are repeatedly being asked "Tell us what you want". My rejoinder to you the experts, is-clean up the mess you have caused- without expecting the people of the area to help add further frustrations to themselves. Last Saturday, Feb. 16, was a classic example.

Questions As stated in this report - "This is not the end of the study"-then why not be open and level with the area people just what is the ultimate intention? There are at least 8 retirees or widows out of 16 houses on this street(Rural). Would it not be better to *re-zone*this street and give them a chance to at least realize a decent amount for their properties rather than leave them with uncertainty as to what is happening and the rotten parking problems?

Commercial

Name: Mrs. Ellen King
Address: 19 Rural Ave.,
Agincourt, Ont.
Phone #: 293-5119

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

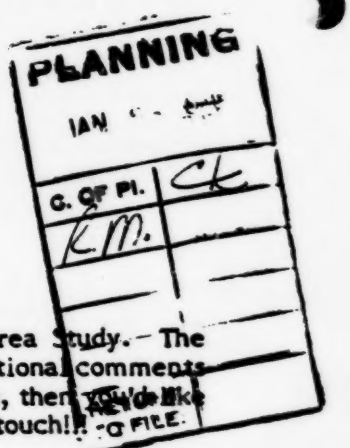
18-39

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

January 17, 1985



COMMENTS, QUESTIONS & CONCERNS
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Comments or Concerns Commercial redevelopment of Rural Avenue can only exacerbate the problems in the Glenwatford-Shepherd area. Even the use of present structures for such purposes would add to an already chaotic parking and traffic situation. Please do not compound our problem with another example of poor planning.

Questions What pressure exists for commercial redevelopment of Rural Avenue??

Name: D C. HOOD

Address: 39 GLENWATFORD Dr.
ASHCROFT M1S 2C2

Phone #: 293-1697

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

18-40

CITY OF SCARBOROUGH
Planning Department

January 17, 1985

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

COMMENTS, QUESTIONS & CONCERNS
GLEN WATFORD COMMERCIAL AREA STUDY

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Comments or Concerns Use of Church Parking must work.

Community Centre Parking a Problem

Parking Shared #5 must be up

Safety re KIDS

Access re Skyguard from Kennislum property - No Good

Questions

Name: MRS. [redacted] HOOD *

Address: 39 Glen Watford

Phone #: 293-1697

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

She called Jan 18

* DR. HOOD'S WIFE

18-41

PLANNING
JAN 31 1985
C. OF PL.
Z.M.
RETURN

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

January 17, 1985

COMMENTS, QUESTIONS & CONCERNS

GLEN WATFORD COMMERCIAL AREA STUDY

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Comments or Concerns

Planning Issues - 90% of Glen Watford residents have modern, latter a Children at home.

(1) Working with people - NOT ONE resident on Glen Watford drive was adequately regarding working with people - how can you have a conversation when you didn't interview anyone?

Questions

(1) Will you close off Glen Watford drive south of Pond Avenue to protect our Children from the traffic caused by poor planning?

(2) Will you observe the deed restriction in regard of "East Point Centre" The district which according to our legal counsel was never rescinded that placed on the property by the Borough of Scarborough restricting the property to use for parking purposes only?

Name: GLEN NEWELL

Address: 55 GLEN WATFORD DR
AGINCOURT ONT

Phone #: 293-2713

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

c/c. Fogler Kubinoff
Lawyers Re. C Mancini.

18-42

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

February [illegible]

PLANNING

C. OF PL.	
RTN'N	

COMMENTS, QUESTIONS & CONCERNS
GLEN WATFORD COMMERCIAL AREA STUDY

Thank you for your interest in the Glen Watford Commercial Area Study. The Study is not the end, its only the beginning. If you have any additional comments or concerns, we'd like to hear from you! If you have any questions, then you'd like to hear from us!! Jot them down ...mail them in ...and we'll be in touch!!!

Comments or Concerns I would like to be kept up to date on Council changes in the Release of the Watford Lands and both sides of Kurd Ave to a Commercial Use Small Business in Existing Bldgs I am not sure if there is a C.C. Rating or H.C. Rating Something has to be done, both the Cardross Small Local Business in the Area Make it impossible to open due to rents. I have requested Ontario Hydro Photo for Lots in the area then now advise do not have any way to measure also

Questions that are offensive to the smell.

Name: [illegible]

Address: 16 Glenwatford Dr
26 Wincott Ct.

Phone #: 291-1097

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

18-43

CITY OF SCARBOROUGH
Planning Department

February 6, 1985

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

COMMENTS, QUESTIONS & CONCERNS

GLEN WATFORD COMMERCIAL AREA STUDY

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Comments or Concerns Is it true that Glen Watford Dr. is designated as a highway?

Questions And if so what are the boundaries?

Name: Mrs. J. Hazlewood
Address: 63 Glen Watford M1S 2C4
Phone #: 293-5398

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

18-44

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

January 17, 1985

RECEIVED
JAN 17
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PLH

COMMENTS, QUESTIONS & CONCERNS
GLEN WATFORD COMMERCIAL AREA STUDY

Thank you for your interest in the Glen Watford Commercial Area Study. The Study is not the end, its only the beginning. If you have any additional comments or concerns, we'd like to hear from you! If you have any questions, then you'd like to hear from us!! Jot them down ...mail them in ...and we'll be in touch!!!

Comments or Concerns _____

Questions _____

Who is responsible for cleaning the sidewalk in front of the Hostess Bldg. down to the corner of Sheppard? Lying in it not done

Name: ISRAEL HELLBERG

Address: 15 MARYDEN CR

Phone #: 293-7182

PLEASE RETURN TO:
Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

18-45

CITY OF SCARBOROUGH
Planning Department

150 Borough Drive,
Scarborough, Ontario. M1P 4N7

Kenneth J. Whitwell
Commissioner of Planning

January 17, 1985

RECEIVED JAN 17 @ NIGHT MTG. RHM

COMMENTS, QUESTIONS & CONCERNS

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Comments or Concerns The TTC recently studied a high capacity transportation system for either Finch or Sheppard Avenue. Please divulge at the next public meeting their intentions

Questions

Name:

Address:

Phone #:

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Carl Knipfel or Richard Moffi
Scarborough Planning Dept.
296-7339

APPENDIX 3

18-47

PLANNING
FEB 19 1985
C. OF PI.
RM
RETURN TO FILE:

CITY OF SCARBOROUGH
LAW DEPARTMENT

MEMO TO: PLANNING DEPARTMENT February 19th, 1985

ATTENTION: Mr. Richard Moffi

RE: Restrictive Covenant and Southerly 150 Feet of Block "A", Plan 2062 - property now occupied by Glen Watford Plaza
Our File: CSI 105.84

A question has been raised concerning the enforceability of a restriction which appeared in a conveyancing document from the then Township of Scarborough to Donald Horton of the southerly 150 feet of Block A, Registered Plan of Subdivision 2062, being the property immediately to the south of the community park and presently occupied by the Glen Watford Plaza.

The Law Department has looked into this matter in great detail and is of the opinion that this restriction which purported to restrict the uses on the said lands to parking purposes only is entirely unenforceable and of no effect.

CJW:hd

Christopher J. Williams